

F.E. Darch

PACIFIC FRUIT EXPRESS COMPANY

August News Letter *gmi*

San Francisco, August 19, 1955

ALL P.F.E. EMPLOYEES:

P.F.E. Loadings

	1955			1954		
	<u>PFE Cars</u>	<u>Foreigns</u>	<u>Total</u>	<u>PFE Cars</u>	<u>Foreigns</u>	<u>Total</u>
July	31,229	6,463	37,692	36,449	7,048	43,497
Jan.-July	193,622	21,916	215,538	210,621	23,326	233,947

Car Situation -

Car situation continued satisfactorily through last half of July and is currently on a sound basis. Surplus cars have been moved from southern California to Salinas and the bulk of the West Coast supply is now fairly well concentrated in northern and central California where heavy lettuce, melon, and tree fruit movement is underway. An increasing westbound PFE tide from heavy July loading is expected to provide protection of August requirements without foreign car assistance other than BAR cars and a few hundred SPRD cars obtained locally from AT&SF. *good* *Hub*

Crop Conditions - Western Territory

In Oregon the Rogue River pear crop which is of normal size and quality, will be ready for harvest about August 18th; however, shipments will be light as most fruit will go into storage pending disposal of California pears.

In Northern and Central California a strike of packing house workers during peak of the cantaloupe harvest in San Joaquin Valley hampered shipping for several days. Full activity was resumed August 8th and melons from West Side should move in volume through the month. Cantaloupes and white melons are about ready for harvest in Stockton District and will soon be moving from Sacramento Valley. San Joaquin and hillside tree fruit is past its peak and shipments will decline gradually. Mendocino pears are getting underway and will move steadily into September. Salinas lettuce is moving in good volume to favorable markets and will continue through the month.

In Southern California citrus fruits have been moving heavily to eastern markets which have held up well due to sustained hot weather. Bulk of other loading is centered in Oxnard and Guadalupe Districts where standard summer vegetable crops are moving in normal volume.

Crop Conditions Along Union Pacific

In Idaho the early red potatoes get off to a poor start, being in

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San Francisco, August 19, 1935

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P. F. E. Loadings

1935			1934		
THE GARA	FOREIGN	TOTAL	THE GARA	FOREIGN	TOTAL
36,449	7,018	43,467	31,229	6,453	37,682
210,621	23,386	234,007	21,916	215,238	237,154

Get Situation -

Get situation continued satisfactorily through last half of July and is currently on a sound basis. Surplus cars have been moved from southern California to Salinas and the bulk of the West Coast supply is now fairly well concentrated in northern and central California where heavy lettuce, melon, and tree fruit movement is underway. An increasing workload and the tide from heavy July loading is expected to provide protection of August shipments without location car assistance other than BAR cars and a few hundred SHND cars obtained locally from AT&SF.

Crop Conditions - Western Territory

In Oregon the Rogue River area crop which is of normal size and quality, will be ready for harvest about August 15th; however, shipments will be light as most fruit will go into storage pending disposal of California peaches.

In Northern and Central California a strike of packing house workers during peak of the cantaloupe harvest in San Joaquin Valley hampered shipping for several days. Full activity was resumed August 8th and melons from West Side should move in volume through the month. Cantaloupes and white melons are about ready for harvest in Stockton District and will soon be moving from Sacramento Valley. San Joaquin and Blaine areas have just past the peak and shipments will decline gradually. Melon crop is getting underway and will move steadily into September. Salinas lettuce is moving in good volume to favorable markets and will continue through the month.

In Southern California citrus fruits have been moving heavily to eastern markets which have held up well due to sustained hot weather. Bulk of other loading is centered in Oxnard and Oxnard District where standard summer vegetable crops are moving in normal volume.

Crop Conditions Along Union Pacific

In Idaho the early red potatoes got off to a poor start, being in

conflict with Hereford, Texas, district where shippers have the advantage of freight rate. White potatoes commenced moving in volume August 8th and 9th and shipments should maintain steady volume of 150 to 200 daily through remainder of month. Warm, dry weather is bringing Idaho and Utah tree fruit crops to a normal maturity and with demand reasonably sound, a good season is in prospect.

In the Northwest District shipments will consist principally of apricots, prunes and plums with some vegetables, frozen foods and miscellaneous commodities.

In Eastern District potatoes from Kearney Area are of excellent quality and yield is good with shipments expected to move steadily through August. Western Nebraska potatoes will have a good crop but will not be ready until September. Colorado potatoes are in production and the early peaches will start about August 15th with the main Elberta crop from the Palisades area getting underway about August 29th.

Occasionally tragedy strikes members of our PFE organization, as it did in April of this year when three of our Pocatello employees lost their lives while fishing. The story of operations to recover the bodies is told by Mr. E. A. Shupe, Ice Plant Manager at Pocatello:

"On April 13, 1955 V. B. Coates, R. C. Little, and J. Hill, employees at the Pocatello Ice Plant, were accidentally drowned in the Snake River about 11 miles west of American Falls, Idaho. A search party was immediately organized by Sheriff Hulon Neal of Power County. A couple of days later a camp was set up on the banks of the river by PFE employees with Assistant Plant Manager E. J. Nelson in charge. This developed into a permanent camp for the next 31 days. During this time the employees from the Ice Plant and several from the Car Shops & Store Department spent approximately 4,000 hours in the search. Several tents were procured to serve as Commissary, for sleeping, and storage of supplies. The men from the 4PM to 12MN shift spent each day from 7AM to 3PM on the search. The 12MN to 8AM shift left for the scene at 8AM and spent all day until 4 or 5PM. The men from the day shift left at 4PM and stayed until dark. Practically every man spent his two days of rest helping. Mr. F. W. Popa took his annual vacation at this time to assist in the search. The River was dragged and watched from dawn to dark and from two to fifteen boats were used each day in the dragging operations. This search took place during a period of very bad weather. It rained, snowed, and high winds were an every day occurrence. Some of the men would stay overnight on their days of rest to watch the equipment and boats left there. Local grocery stores were canvassed

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for donations of food to feed the men working on the River. A search fund was set up to help defray the expense, and contributions from the local people and employes amounted to \$400. Two Ice Plant employes donated a rifle and a set of silverware which were raffled off and brought in another \$550. At conclusion of the search when all expenses were paid, which included repairs to boats, motor overhauls, phone calls, and the purchase of two diving suits, there remained \$652. in the search fund, which was split three ways and presented to the widows of the drowned employes.

"Too much credit cannot be given to my employes for their determination and perseverance in this undertaking. This was the largest and longest search of this kind that ever occurred in this part of the State."

This humanitarian effort reflects great credit on the PFE organization, and their successful vigil must have been a comfort and a blessing to the families of the unfortunate fishermen. We express the thanks and appreciation of the entire PFE personnel to those who labored and give so generously of their own time in this errand of mercy.

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Fred C. Bachman, Chief Clerk to the Assistant General Manager at Omaha, retired recently due to ill health. Beginning service with Union Pacific at Council Bluffs in 1904, he left to join The California Fruit Growers Exchange in 1909. He returned to the Union Pacific in 1912 and transferred to PFE the same year, serving in various capacities through the years. Fred saw military service during World War I, and was mustered out with the rank of Captain.

Mr. Bachman is succeeded as Chief Clerk by Oren W. Wince who joined the PFE in 1914 and has had wide experience on the Eastern District.

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Leo J. Flaker, General Bookkeeper in the Auditor's Office, San Francisco, has retired because of his health. Leo started railroad service with the Southern Pacific in 1906, and came to PFE on March 15, 1920. Leo visited the office the other day and we can report that his enforced rest apparently is having good effect.

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Stanley W. Greeno is appointed Assistant Superintendent with headquarters at Pocatello, effective August 1st. Stan entered PFE service in 1936, since which time he has held various positions in the Ogden office. His attention will be directed mainly to the Pocatello and Nampa shipping territories.

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K. V. Plummer

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